

VIRGINIA AIR TRANSPORTATION SYSTEM PLAN TO BE UPDATED

The Commonwealth of Virginia's Air Transportation System is one of the most technologically advanced and developed state airport networks in the country. It provides Virginians with safe, efficient and economical connections with the rest of the country and the world. A major producer of economic activity, the system contributes over \$15 billion annually to the Commonwealth's economic vitality.

With changing levels of demand for both general aviation and commercial service facilities, it is important the Commonwealth act to insure the system remains highly advanced, safe and responsive to the flying public's needs.

With this in mind, the Commonwealth, through the Department of Aviation, will develop a "*strategic plan for the future*" by updating the 1990 Virginia Air Transportation System Plan (VATSP). Reviewed every 10 years by the Department of Aviation (DOAV), this project is a vital resource in helping to determine the state of the aviation system and community in Virginia. Cliff Burnette, Supervisor Airport Planning, who also is in charge of overseeing the VATSP update, gave an informative discussion at the recent DOAV Winter Workshop in Charlottesville.

Updated in 1990, the Common-



Cliff Burnette, DOAV Supervisor Airport Planning, speaks about the VATSP update at the recent Winter Workshop.

wealth has used the VATSP to guide airport system development within the state. The VATSP has served Virginia's aviation users well.

Three new general aviation airports recommended in the 1990 VATSP are under development and a regional commercial airport study is ongoing. According to Burnette, most all of Virginia's airports have experienced facility improvements because of the VATSP recommendations.

In Charlottesville, Burnette stated the basic purpose of the VATSP update is to determine the extent, type, nature,

location and timing of airport development needed in Virginia to establish a viable, balanced and integrated system of airports.

He further explained the major objectives of the VATSP update is to (1) create five, 10 and 20 year needs assessments for each airport based on individual airport forecasts, as well as documenting historic activity and the existing facilities and (2) identify strengths and weaknesses of the existing system and recommend solutions which maximize benefits to system users, maximize the contribution of the Airport System to Virginia's economy and minimize adverse environmental impacts.

The VATSP study is a total team effort. "The study team will consist of airport sponsors, air carriers, the general aviation community, federal and state agencies as well as aviation special interest groups," said Burnette. "The study will take about 24 months to complete and will be a very public process involving Virginia's aviation community."

In updating the VATSP, the Department will be able to anticipate changes in aviation and transportation so the Commonwealth can grow and remain competitive in a fiscally responsible manner.



DIRECTOR'S CORNER

God Bless Bud Shuster

We're hearing it said more and more, "One reason we have so many problems in the aviation industry, is due to the lack of leadership at the national level." Let's be perfectly honest. The only recognized leader American aviation has today at the national level is Chairman Bud Shuster of Pennsylvania.

✓ He's the only one who's figured out what's wrong with American aviation infrastructure and is not ashamed to voice an opinion;

✓ He is obviously one of very few who understands the kind of critical impact the modernization and development of aviation infrastructure will have on the economic, social and military well-being of this country;

✓ He knows what must be done to enhance safety and increase capacity to allow planes to run on time;

✓ He has clear and first-hand knowledge of the vital importance of General Aviation to the industry and the American people;

✓ His proposed legislation is the only one that comes close to providing FAA and the national aviation system with the funding and financial assistance they need to be effective.

As we all know, the thrust of his legislation is to invest aviation trust fund dollars in aviation (return the "trust" to the trust fund); to maintain General Fund support of aviation (for some pretty logical reasons, I might add); and to adequately fund a multi-year package that will truly meet the ever growing de-

mands on the aviation system.

Our designated Executive Branch leader, FAA Administrator Jane Garvey (who we respect and believe is the most effective Administrator we have had in recent memory) is bogged down with her own problems. Imagine trying to answer the demands of a nation, hungry for safe, economical, convenient and on-time air service while under the careful watch of the American media. Now imagine doing this while trying to tackle complicated and emotional labor problems, controlling a senior staff that (it has been reported) has a mind of its own from time-to-time, and a Congress that generally loves to micro manage the "problem infested agency".

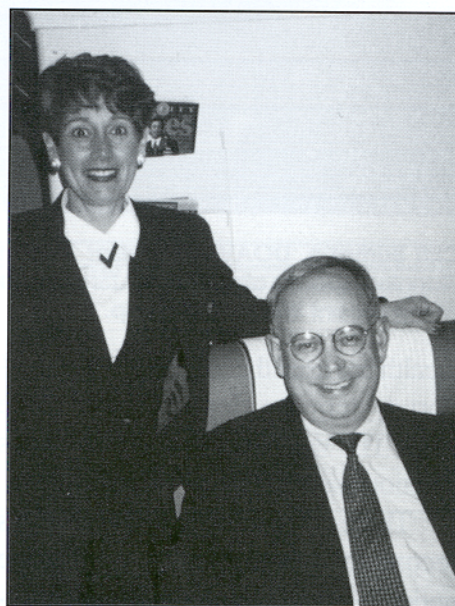
We should all praise Jane Garvey for her ability to make progress in her agency under astoundingly difficult conditions. But we must all rally around Congressman Shuster for taking a leadership position, if for no other reason than, he's all we have.

God bless Bud Shuster!

LEGISLATIVE ASSISTANT FLIES THE FRIENDLY SKIES

Imagine having three jobs, one that requires international travel, one which is for three months out of the year and a nonstop 10 to 12-hour work day five days a week, then part-time during the other nine months and the last, but certainly not least, is being a mother. Sounds like a commercial for some sort of headache medicine. Well, this is the real life of Diane Brooks, a.k.a. Flight Attendant/Legislative Assistant/Mom.

Diane's life began in Huntsville, Alabama where her father worked for NASA as an engineer. As time went on Diane knew she wanted to be a schoolteacher. She even went to the University of Tennessee and received a degree in education, knowing this was what she wanted. During the summers of her "col-



Diane Brooks onboard a UAL 777 with Delegate Jack Rollison.

lege life," Diane began her career in aviation working for NASA on the staff of Dr. Werner Von Braun, "The Father of Modern Rocketry." While working for Dr. Von Braun she was extremely privileged to meet several Mercury and

Apollo astronauts.

Upon graduation, heeding advice from her father, she interviewed with United Airlines to become a flight attendant. "I did this with the purpose of broadening my educational background through traveling," said Brooks. "My

(see LEGISLATIVE ASSISTANT pg. 8)

- VIRGINIA AVIATION -

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VAB ALLOCATES FUNDS TO STATE AIRPORTS

At its bimonthly meeting held in Richmond, the Virginia Aviation Board (VAB) approved tentative allocations from the Commonwealth Airport Fund for projects valued at \$1,104,450 for five airports throughout Virginia. Receiving one of the largest allocations was Newport News/Williamsburg receiving \$225,000 for baggage claim expansion design. Other airports receiving tentative allocations from the VAB were:

Blue Ridge Region

- Charlottesville-Albemarle received \$667,050 for reconstruction of the air carrier access road.
- Shenandoah Valley Regional was allocated \$159,600 for land acquisition which will be used for terminal expansion;

Southwest Region

- Grundy Municipal, in the amount of \$40,000 for a feasibility study for the replacement airport;

Hampton Roads/Eastern Shore

- Suffolk Municipal received \$12,800 for wetland delineation of all developable areas within the airport's property boundary.

In other significant action VAB also tentatively allocated \$76,100 from the Aviation Promotion/Air Service Development and Enhancement Program to seven of the Commonwealth's airports. The airports receiving funds were:

Blue Ridge Region

- Shenandoah Valley Regional, in the amount of \$10,000 for development of a media campaign to promote its new service offered by Atlantic Coast Airlines;

Southwest Region

- Lonesome Pine Airport in Wise County received \$7,500 for activities that will promote the "Wings Over Wise" airshow;

- Tazewell County was allocated \$600 for website design and advertising in *The Southern Aviator*;
- Twin County received \$3,000 to promote its annual open house/AirFest 2000;

Richmond/Northern Neck Region

- Chesterfield County in the amount of \$10,000 for development of a Professional Airport Marketing Plan;

Northern Virginia Region

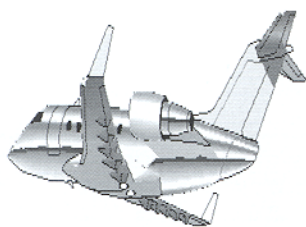
- Stafford Regional was allocated \$20,000 for development of promotional and marketing materials, which includes printed items and advertising;

Hampton Roads Region

- Norfolk International received \$25,000 for continued aviation promotion through publication and distribution of flight information

(see VAB pg. 7)

ATLANTIC COAST AIRLINES LANDS AT SHENANDOAH VALLEY REGIONAL AIRPORT



Shenandoah Valley Regional Airport will institute round trip service to Washington Dulles beginning in March or April. Atlantic Coast Airlines announced recently that it would begin six daily round trip flights on United Express.

"Your long driving nightmares are over," said Chairman of Shenandoah Valley Regional Airport Commission Gerald Garber. This new service will provide the much-needed accessibility



Rick Delisi, Director of Public Relations for Atlantic Coast Airlines, makes the announcement of six daily flights to Dulles from Shenandoah Valley Regional Airport.

to northern Virginia and Washington D.C. without the hassle of commuting through one of the top five traffic bottlenecks in the country.

Not only does this allow more accessibility to northern Virginia and D.C.,

but to the rest of the country as well. Atlantic Coast Airlines will let you begin air travel from your own hometown area. This would entail one baggage check-in, one ticket and essentially

(see ACA pg. 7)

FRANKLIN TOY AIRLIFT A HUGE SUCCESS

The Virginia Chapter of The Ninety-Nines (The International Organization of Women Pilots) and Salvation Army sponsored a toy drive recently for flood victims of Franklin. Southeast Virginia still suffers from the effects of severe flooding.

Due to the financial hardship, many families would not have had a decent Christmas if not for this toy drive.

The toy airlift was a tremendous

success and conditions in the area have improved since the floods that followed Hurricane Floyd. The response from the greater Richmond and Tri-Cities area was excellent.

The collection boxes at all area airports and at the Virginia Aviation Museum were consistently overflowing with toys. Some of the boxes had to be emptied three and four times at most locations. Twenty-seven planes from

all area airports airlifted approximately 3,000 toys into Franklin Airport.

Private planes departed the Chesterfield, Petersburg, Hanover, New Kent, Louisa, Richmond, Williamsburg, Hummel and Farmville airports bound for Franklin. Most planes were completely full of toys. Lt. Jimmy Mills of the Salvation Army stated that, to his knowledge, it was the first time a contingent of donations had been brought in by air. Pilots from all over the Richmond, Tri-Cities and Tidewater area joined in to fly the Airlift at their own expense.

Headquartered in Oklahoma City, The Ninety-Nines is a non-profit organization of women pilots dedicated to the promotion of aviation safety, aviation education and the guardianship of the place of women in aviation history.

The Virginia Chapter has 21 members from all over central Virginia—from Farmville and Charlottesville, the greater Richmond and Tri-Cities area to Saluda and Deltaville. There are five additional chapters of The Ninety-Nines in the Commonwealth. Membership is open to any woman pilot or student pilot.



Betty Vinson, Projects Manager for Richmond Chapter of the Ninety-Nines, speaks with some helpers at the recent toy airlift.

LEGISLATIVE RECEPTION A GREAT SUCCESS

The Virginia Aviation Trades Association (VATA) recently held its annual Legislative Reception at the Library of Virginia in Richmond. As in past years, the reception was co-hosted by Senator Charles J. Colgan and Delegate Frank D. Hargrove to promote support for Virginia's aviation interests.

The event was sponsored by Virginia Airport Operators Council, Virginia Department of Aviation (DOAV), Virginia Aviation Board, Washington Airports Task Force, Virginia Transporta-



Mike Boehme, VA Aviation Museum Executive Director, David Hahn, VA Aviation Museum Curator and VAB member John Mazza share some conversation at the recent Legislative Reception.

tion Safety Board and VATA. For more than a decade, this has been a wonderful opportunity for the aviation commu-

nity to come together and promote Virginia aviation. The reception had an

(see RECEPTION pg .7)

4th ANNUAL VIRGINIA STATE EAA FLY-IN



JUNE 10-11, 2000



- Gate Hours - 8 a.m. to 5 p.m. for drive-in public (fee)
- Petersburg Municipal Airport (KPTB) in Dinwiddie County, VA
- **Airshow Saturday and Sunday- 1:00 p.m. - 3:00 p.m.**
- Full-time dedicated Ultralight & Powered Parachute landing area
- RV and Under-the-Wing camping
- Forums, Workshops, Exhibitors, Vendors
- The Virginia State Airmobile
- Judging awards for "Best in Class" in Antique, Classic, Homebuilt, Ultralight, War Birds and Rotorwing
- Radio Controlled Aircraft Demonstration
- Military Aircraft and Field Equipment Displays
- Food Service on the Field
- Pancake Breakfast Saturday and Sunday Morning from 8 a.m. to 11 a.m.
- Youth Educational and Entertainment Tent and Young Eagles

THE DEPARTMENT OF AVIATION HOSTS 12TH ANNUAL WINTER WORKSHOP

The Department of Aviation (DOAV) recently held its annual Winter Workshop at the Omni in Charlottesville.

Attended by state airport sponsors, managers as well as consultants, the workshop was very beneficial in help-

ing with some key issues and concerns for the Commonwealth's aviation community.

The two-day event is designated to discuss state aviation issues with the staffers at DOAV as well as officials from the Virginia Resource Authority (VRA), Virginia Department of Transportation (VDOT), Federal Aviation Administration (FAA) and Aviation Management Consulting Group. Among the topics discussed at the workshop were:

- The Governor's Transportation Funding Initiative (DOAV/VRA);
- Airport Revolving Loan Fund/Program (DOAV/VRA);
- Airport Business Plans (Aviation Management Consulting Group);

(see WINTER WORKSHOP pg. 7)



Senior Policy Analyst Mike Waters, DOAV Director Ken Wiegand and VRA Associate Howard Estes speak about the Airport Revolving Loan Fund Program.

BUSINESS AS USUAL AT THE WINTER WORKSHOP

An informative discussion on Airport Business Plans

At the recent Department of Aviation (DOAV) Winter Workshop in Charlottesville, a discussion was held on Airport Business Plans. As part of the Aviation Promotion Program, this airport document is seen as a vital link when developing an identity for each of Virginia's airports.

An Airport Business Plan is an effective way of answering some key questions about planning and preparation. The discussion was lead by Paul Meyers, a consultant with Aviation Management Consulting Group. Meyers stated that an airport business plan should answer three key questions: Where are you today? Where are you going? How are you going to get there?

The Airport Business Plan should focus the attention of an airport on the future, giving vision to what is needed to be accomplished. As stated by

Meyers, the plan should provide a systematic approach for making decisions today that will have a direct impact on the airport tomorrow. The plan should consist of an overview of the industry, the community and the airport as well as the business plan itself. It should also have a market assessment along with management, development, operational, marketing and financial sub-plans. These plans then must be implemented with set goals to be reached, objectives to attain these desired goals and specific tactics that will achieve a desired objective.

"These Airport Business Plans can serve as an informative assessment of an airport," said DOAV Public Relations Manager Cherry Evans. "This gives airports a good briefing document in terms of business operations and future objectives for the Commonwealth's



Paul Meyers, an associate with Aviation Management Consulting Group, gave an informative talk on Airport Business Plans.

airports." Ms. Evans went on to emphasize consistency in developing a business plan. Stating that it could be used when there are management changes, board of supervisors or commission member changes and personnel changes as well as with normal business additions and/or changes, which will inform what is exactly happening at the airport from a business sense.

The Aviation Promotion Program will help with funding of the Airport Business Plans by contributing 50-75 percent of the cost. These important publications can be very beneficial in building the business operations within the aviation community.

AVIATION TIME CAPSULE TO BE COMMEMORATED IN THE SPRING

As stated in the last issue of *Virginia Aviation*, the Department of Aviation will be commemorating a time capsule to "Capture a Moment in Virginia Aviation" in helping to celebrate the glorious new beginning of another 100 years. With the 100-year anniversary of manned flight just around the corner, this is just one more reason for the aviation time capsule.

We invite airport Managers, Sponsors, Representatives and aviation organizations to submit an item or items of your choice to be captured and sealed until the year 2050. Some of the items that may want to be considered include photos, newspaper clipping about your airport, hats, drawings, a letter stating the present status of your airport or a letter stating what the status may be in 2050, when the time capsule is scheduled to be

opened. These are just a few suggestions to be considered. We would like all airports to submit something and we encourage you to be creative with your item(s).

The time capsule will measure 12x12x30 to give an idea of the sizes of items we can accept. It will be commemorated at the Virginia Aviation Museum after the April meeting of the Virginia Aviation Board.

The deadline to receive items will be March 15, 2000. We hope all airports will send something that will be momentous to the occasion. This is a wonderful opportunity to celebrate our leap into the 21st Century.

If there are any questions or concerns feel free to contact Seth Dye at (804) 236-3631.



(ACA cont. from pg.3)

world travel, with the start at your flight at your "backdoor."

An independent company headquartered in Dulles, Atlantic Coast Airlines has said this initiative is not just a trial run, but a firm commitment to Shenandoah Valley Regional Airport. "We are very happy to commit this air service to Shenandoah Valley," said Rick Delisi, Director of Public Relations for Atlantic Coast Airlines. "We get you where you want by your needs not ours." Mr. Delisi went on to say that the job of Atlantic Coast Airlines is to serve cities that do not have major airline service.

This new guarantee also helps with employment opportunities for the community. Atlantic Coast Airlines has said that they will not bring in workers already employed by Atlantic Coast Airlines, but hire workers from the Shenandoah Valley community. They estimate 10 full and part-time openings when the service is ready to begin.

The daily flights will be flown on turbo prop British Aerospace Super Jetstream 32 (J32). The estimated flight time for one-way travel is 40 minutes. These aircraft have a crew of two and passenger seating for 19, with numerous passenger comfort features.

This service is expected to start within two or three months. "We are looking for service to start in March or April," said Shenandoah Valley Airport Manager Greg Campbell. "This commitment will help to add to this exceptional airport staff and also helping economic growth and viability for the area."

(RECEPTION cont. from pg. 3)

outstanding turnout. Displays were set up by The Wright Experience, Hawthorne Air, The National Air and Space Museum and DOAV. Secretary of Transportation Shirley Ybarra, congressional members as well as many from the aviation community and industry were in attendance to support this occasion.

(WINTER WORKSHOP cont. from pg.5)

- Disadvantaged Business Enterprises Unified Certification Program (VDOT);
- Virginia Air Transportation System Plan Update (DOAV);
- Airport Revenue Policy (FAA);
- Benefit-Cost Analyses (FAA);
- ACIP meetings with DOAV/FAA staff.

The workshop was attended by Director Wiegand, Airport Services Manager Jim Bland, Executive Secretary Patty Sturgill, Planners Cliff Burnett, Keith McCrea and Rusty Harrington, Engineers Mike Swain and Vernon Carter, Public Relations Manager Cherry Evans, Public Relations Specialist Betty Wilson, Public Relations Specialists Assistant Seth Dye and Senior Policy Analyst Mike Waters.

NOTAMs...



Airport Sponsor Information Guides will be mailed in the coming weeks. This will include updated info regarding Virginia Aviation Law, Aviation Regulations and Financial Aid to Airports: A Policies and Procedures Guide for Airport Sponsors.



AOPA member Carl Rice of Reedville, Virginia won a beautifully refurbished and upgraded Cessna 206 "Aero SUV" at Hummel Airfield in Topping, Virginia. Rice, 41, is a working pilot--a fish spotter-- and uses a Cessna 172RG Cutlass for those operations. Look for all the details in the March issue of "AOPA Pilot" and on the web at <http://www.aopa.org>.

EVENTS...



March 2 CFI Seminar co-sponsored by the Virginia Dept. of Aviation and Richmond FSDO will be held at the Danville Regional Airport.

March 7 Safety Seminar co-sponsored by the Virginia Dept. of Aviation and Richmond FSDO will be held at Chesapeake Municipal Airport.

March 25 IFR Club Seminar co-sponsored by the Virginia Dept. of Aviation will be held at Roanoke Regional Airport.

March 25 Ultralight Safety Seminar will be held from 8:30 a.m. - 4:30 p.m. at the Virginia Aviation Museum on Richmond Int'l Airport. Contact Carolyn Toth of the Virginia Dept. of Aviation at (804) 236-3637, for more info.

April 24-30 Virginia Aviation Safety Week and Wings Weekend will take place this week. More info will follow.

Submit upcoming event information to:
Newsletter Editor 5702 Gulfstream Rd
Richmond, VA 23250-2422
Or call (804) 236-3631; fax (804) 236-3635

(VAB cont. from pg. 3)

guide, both in print and electronic versions and also to continue its travel agent ticket lift surveys, data descriptions and presentations to prospective airlines.

The Virginia Aviation Board has eight members representing seven regions. The Board approves funding requests brought to it by the Virginia Department of Aviation, a state agency working to support and promote aviation interests in the Commonwealth's 69 public-use airports.

(LEGISLATIVE ASSISTANT cont. from pg. 2) intentions were to do this for a short time then come back and begin a teaching career."

But as fate would have it, she maintained a career with United. "I love the travel and the customers, there is always something new and someone new all the time." She has enjoyed helping United peak to a world class carrier.

"What we learned early was the absolute necessity of pleasing the consumer. This is where Diane consistently proved invaluable in reaching this objective," said Bryan Decker, United Airlines Supervisor of Onboard Service. "Throughout her career as a flight attendant, Diane received numerous commendations. It has been an honor serving with Diane over the past seven years." Mr. Decker went on to speak about Diane's community involvement with United, volunteering her time and energy to at-risk teens and terminally ill children.

Her first experience with politics came when she worked campaign charter flights for Ronald Regan during his drive for the Republican nomination for President. She also has worked at polls,

which helped her learn and become more interested in politics.

While an elementary school was being built in Woodbridge, Virginia, with which Diane was actively involved, a name search was begun. With many names for the school submitted, Diane's choice of Leesylvania was selected as the name of the school. She chose this name because the school sits on the plantation of Harry "Lighthorse" Lee, who was the father of Robert E. Lee.

Diane needed a photo of Harry "Lighthorse" Lee and she found it through Delegate Jack Rollison via the Richmond Library. Delegate Rollison framed and donated the painting that is in the school.

After seeing Diane's persistent work ethic, Delegate Rollison, who is the Co-Chairman of the Transportation Committee, asked her to work on his reelection campaign. Then in the spring of 1998 Delegate Rollison's assistant moved on and Diane was asked to do the job. Diane accepted the part-time position and with her seniority at United she was given flexibility.

So for the last two years she has

served as Delegate Rollison's Legislative Assistant. "I've enjoyed working for Delegate Rollison for these past two years," said Brooks. "He has tremendous focus and determination."

She went on to say that her United customer service experience has helped tremendously in preparing her for the legislative position. In terms of communicating with Delegate Rollison's constituents, meeting and greeting new people and problem solving.

With two children at home, Ashley, 17 and Pat, 13, she stays busy. Although she says the kids are very independent and motivated. "Life and school go on even during my absents," said Brooks. "They both are wonderful students and do well for themselves."

Diane has also become a legislative liaison for United Airlines, hoping to give some grass roots support to the airline. She loves both jobs because of the diversity, saying you must be ready for all types of situations.

When asked if she would ever consider running for some type of public office Diane said, maybe someday. "I really enjoy this type of work."



If you are interested in learning more about what is going on in the Department of Aviation, please call our office at (804) 236-3624 or our Sponsor Hotline at (800) 292-1034. Visit our website for updates on future events at: www.doav.state.va.us.



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